



EASA

European Aviation Safety Agency

PANEL 8 : Training - Maintaining technical proficiency – what kind of flight operations inspector is needed in the future

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What kind of inspector proficiency is needed for tomorrow?

➤ Inspectors' qualifications

- EASA standardisation results indicate that several Competent Authorities (CAs) experience difficulties in attracting and retaining **suitably qualified flight operations inspectors**



What kind of inspector proficiency is needed for tomorrow?

- Inspectors' qualifications – difficulties ...
 - Non-availability
 - Salary
 - ...



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- Inspectors' qualifications - difficulties ...
 - Non-availability
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 - ...
- **Qualification requirements**
 - “... qualified to perform their allocated **tasks** and have necessary knowledge, experience, initial and recurrent training”
 - what kind of **tasks** – which are the **most demanding tasks**?



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- “... qualified to perform their allocated **tasks** and have necessary knowledge, experience, initial and recurrent training”
- what kind of tasks – which are **the most demanding tasks**?

What kind of flight operations inspector proficiency is needed in the future?



An introduction to the speakers

Finnish CAA: Pekka Henttu, Chairman of EASA MB

EASA: Wilfried Schulze, Flight Standards Director (Acting)

FAA: John Duncan, Director Flight Standards

FOCA: Stephan Eder, Head of Special Services Flight Ops

Danish CAA: Per Schmock, Head of Division

Introduction of the panel members

- Slide / member



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End slide

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